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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY East Germany

REPORT

SUBJECT Aircraft Construction at Dresden /
Klotzsche

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. VEB Industriewerk Dresden / Klotzsche¹ had planned for a total expenditure of 21,000,000 DME for the year 1957, as compared with 8,000,000 DME expended during the year 1956. Shortly before the end of 1956, the plant received instructions that the planned expenditure for 1957 would have to be cut to 7,000,000 DME. After strong protests had been made, this figure was raised to 7,500,000 DME. *7 lines page 1* 25X1
2. By the end of 1958, it is planned that the present total of 2,100 employees at VEB Industriewerk Dresden / Klotzsche be increased to about 4,000.
3. It is also planned to build a water pressure tank, 6 m. x 6 m. x 45 m., to test aircraft under pressure and to simulate maximum pressure conditions during flight. The tank will be built on a British pattern.
4. VEB Stahl-und Walzerk Hennigsdorf is to build a hot air oven, on a British or an American pattern, for use in Dresden / Klotzsche for testing metals and other raw materials.
5. A wind tunnel, currently under construction, is due to be completed in August 1957. The cross sectional measurements of the tunnel are 540 x 760 mm. The tunnel will be capable of providing a wind velocity of 0.9 mach. and eventually a velocity of 1.2 mach. A Soviet turbine engine will be used in the tunnel.
6. VEB Schwermaschinenbau-Henry Pels-Erfurt, will supply, by the end of 1958, a 4,000-ton rubber press for use at Dresden/Klotzsche.
7. Werk I at Dresden / Klotzsche is to have a hangar (Halle) for fracture testing. The hangar will be of sufficient size to allow for two type EF 152 aircraft to be tested simultaneously under breaking stresses of up to 150 tons. The EF 152 aircraft is due to be tested in the wind tunnel, so the actual production of the EF 152 must wait until the wind tunnel is completed. It is also planned to test the tail unit of the EF 152 in 1957 by mounting it on an IL 14 aircraft.

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Werk I is to be reorganized as a development center and Werk III as the construction center for series production.

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